

the colony as being "a disgrace to civilization" and, Dr. Clark added, in some respects, perhaps, they were not far wrong. Yet their proposal now was a deliberate attempt to revert to the inadequate sanitary conditions of the past, and all because a local architect thought any improvement in the local architecture might prejudice the rights of owners of these disgraceful properties. The suggestion that the Medical Officer of Health and the Magistrate should both be so blind to the true interests of the community as to object to the improvement of house property was too absurd to be seriously entertained. If the commission persisted in its amendments he saw no alternative open but to apply to the board for permission to request the Magistrate to condemn any of these houses as unfit for human habitation in accordance with section 23 of the Public Health Ordinance of 1887. If this emasculated bylaw is a fair sample of what the commission will recommend the Government to do then the board need look no longer to the Commission for assistance and support in securing the very necessary reforms urged by them upon the government in August, fully aware that the board of health, as suggested by the President, as the original bylaw had already been tabled in the Council and published in the local press and the suggested amendment was the outcome of a letter published in the press by Mr. Leigh.

Dr. Clark, after speaking at great length, proposed that the Colonial Secretary be informed that the Board could not adopt the suggestion of the Sanitary Commission and that the matter of the members of the board be forwarded to the Colonial Secretary to be shown to his Excellency the Governor.

The Hon. Director of Public Works seconded and it was carried unanimously.

ADJOURNMENT.

The Board adjourned for a fortnight.

THE FALL IN SILVER.

FROM THE "ECONOMIST."

After the disorganization which followed the repeal of the Sherman Act in the United States and the closing of the Indian mines, silver attained a fair degree of steadiness, and there seemed to be a prospect that the market might settle down to a condition in which half-a-crown an ounce would be about the normal price of the white metal. During the whole of last year the fluctuations ranged only between 39½ and 39½ per cent, almost the only disturbing influence being the speculation that took place within the result of the Presidential election in the United States was a matter of uncertainty. The price fell to about the lowest point of the year when the candidate favourable to the free coinage of silver was defeated by a large majority, and silver remained at about 39½ per cent until the close of the year, and for the first two months of 1897. Since the beginning of March a gradual fall has taken place, the quotation going to 38½ per cent on March 31st, and after a period of comparative steadiness on 27½ on June 1st, from which not much change has followed until the last week in July. During the present month, however, the decline has been continuous and severe, culminating this week in a final break, which leaves the quotation at little better than two shillings per ounce. While therefore the movement has become accentuated recently, it has really been in progress for upwards of six months, and in view of this circumstance the theories put forward to explain the fall seem to be scarcely borne out by the available facts. The main reason given is a pressure of supplies from the United States, accompanied by a falling off in the demand. A reference, however, to our Board of Trade Returns shows that up to the end of July the supplies from America were less in value than for the corresponding period in 1896, the figures being £5,677,203 and £5,779,285 respectively. Altogether our imports of silver this year were valued at £9,955,454, as compared with £8,153,431 in the first seven months of 1896; but on the other hand, the exports of silver were valued at £1,800,000, £1,000,000 was accounted for by larger shipments from Belgium, and these in their turn were neutralised by return shipments of about the same value. Including this item the value of silver exports from the United Kingdom in the seven months has exceeded the total for the same period last year by £2,200,000, and as regards the East our shipments to India were valued at £3,375,720 as compared with £2,033,120 last year, though there was a falling off of about £500,000 in the shipments to China, and of nearly £800,000 to Japan.

It certainly cannot be said that these figures support the theory that the fall in silver is due to a glut in the market. But there is a talk of recent heavy sales of the metal by holders in the United States, who for one reason or another are anxious to get rid of accumulated stocks; and, of course, if such sales have been made, the shipments consequent upon them would not be so small as they appear to be. Obviously, however, if it is to exceptional transactions of that kind that the present decline is due, then there is a reason for expecting a recovery after they are completed. And as to the falling off in the demand for the East, of which so much is being said, there seems to be a good deal of exaggeration. India, as we have shown, has been taking considerably larger quantities of silver this year than she did last. The extent to which she has absorbed the metal during the period of famine and plague has indeed been astonishing, and why it should be expected that her power of absorption should diminish when the worst effects of those calamities have been felt, and a period of recuperation may be expected to set in, is not evident. The Chinese market has been disorganised, but there is nothing to show that the outlet there for silver is likely to become any more restricted than it has been. Then as to Japan, it is true that the silver in the gold standard will tend to a diminution in her imports of silver and will continue to have that effect. For some years past, however, Japan has been exporting about as much silver as she imported, and the cessation of her purchases will not greatly affect the relation between the world's supply and demand, while there is the possibility of the silver years now circulating outside of her borders being returned to her, thus causing a world which will have to be otherwise filled up. On the whole, then, there are some grounds for thinking that the present fall in the price of silver may have been somewhat overdone. Although, however, the fall may have been carried a little further than existing conditions warrant, there is no blinking the fact that unless there is a considerable curtailment of the annual production the permanent tendency must be for the price of silver to drop to a lower level. The latest statistics of the world's production of the metal are those for the year 1895, compiled by the United States Mint Bureau. According to these, the output of the year was 160,180,000 ounces. That compares with the production of 157,297,000 ounces in 1894, and as in all probability there was a further increase in 1895 it may be said that the total production now is about double what it was ten years ago, while in the interval the United States Treasury, which used to take over a year's supply of silver, has ceased to purchase of the metal, and the Indian Mints have been closed against it. It is difficult, however, to believe that the production of silver can be maintained at the present level, since, in the case of many mines, the pro-

sent price must be below the cost of production, and in all probability they will be compelled to shut down. Some large producers, on the other hand, obtain silver in conjunction with other metals, and these would, of course, go on taking it out, no matter how low the price might fall. There are no means of ascertaining what proportion of the total production is supplied by these mines. In any case it seems pretty obvious that in the restriction of production, in some form or other, lies the only hope either of a recovery in the market value of the metal, or a restoration of steadiness to the market.

THE YUKON GOLDFIELDS.

The Ottawa correspondent of the *Times*, writing on 23rd August, says:—A party of miners who left Dawson City on July 3 reached Victoria to-day. They say that provisions are very scarce at Dawson City and that there is not enough water in the gulches to do much mining. About 400 men were in camp at Dyea and Shagway, unable to proceed owing to the bad condition of the trails. Many of them were endeavouring to sell their outfits and return. Very few miners would succeed in getting through the Klondike before the spring.

The Canadian Customs officials are experiencing no difficulty in collecting the duties on outfit brought in the United States.

The Government have completed all arrangements for properly administering the Yukon judicial district, in which the Klondike goldfields are situated. Major Walsh, the Administrator, leaves shortly for Dawson City to assume his charge.

Joseph Ladue, the owner of the site of Dawson City, is here securing patents for his lands from the Department of the Interior. He strongly warns prospectors against attempting to enter the country this year. He is afraid that owing to the lack of provisions in the country, many of those who have already started will die of starvation.

A small detachment of mounted police will leave in a few days for Yukon, taking a different route from those generally followed. They start from Edmonton, Alberta, and proceed by way of the Peace, Nelson, Lard, and Peelly rivers. This is an experimental trip and has been adopted as a test route.

AN ASIATIC BISMARCK.

Only a few years ago the Japanese legislature was extremely cowardly, and the Mikado was 37 years of age, almost the only disturbing influence being the speculation that took place within the result of the Presidential election in the United States was a matter of uncertainty. The price fell to about the lowest point of the year when the candidate favourable to the free coinage of silver was defeated by a large majority, and silver remained at about 39½ per cent until the close of the year, and for the first two months of 1897. Since the beginning of March a gradual fall has taken place, the quotation going to 38½ per cent on March 31st, and after a period of comparative steadiness on 27½ on June 1st, from which not much change has followed until the last week in July. During the present month, however, the decline has been continuous and severe, culminating this week in a final break, which leaves the quotation at little better than two shillings per ounce. While therefore the movement has become accentuated recently, it has really been in progress for upwards of six months, and in view of this circumstance the theories put forward to explain the fall seem to be scarcely borne out by the available facts. The main reason given is a pressure of supplies from the United States, accompanied by a falling off in the demand. A reference, however, to our Board of Trade Returns shows that up to the end of July the supplies from America were less in value than for the corresponding period in 1896, the figures being £5,677,203 and £5,779,285 respectively. Altogether our imports of silver this year were valued at £9,955,454, as compared with £8,153,431 in the first seven months of 1896; but on the other hand, the exports of silver were valued at £1,800,000, £1,000,000 was accounted for by larger shipments from Belgium, and these in their turn were neutralised by return shipments of about the same value. Including this item the value of silver exports from the United Kingdom in the seven months has exceeded the total for the same period last year by £2,200,000, and as regards the East our shipments to India were valued at £3,375,720 as compared with £2,033,120 last year, though there was a falling off of about £500,000 in the shipments to China, and of nearly £800,000 to Japan.

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duction of silver must be below the cost of production, and in all probability they will be compelled to shut down. Some large producers, on the other hand, obtain silver in conjunction with other metals, and these would, of course, go on taking it out, no matter how low the price might fall. There are no means of ascertaining what proportion of the total production is supplied by these mines. In any case it seems pretty obvious that in the restriction of production, in some form or other, lies the only hope either of a recovery in the market value of the metal, or a restoration of steadiness to the market.

For a long time the Mikado was as powerful as the queen of Sheba, and the only power in the East.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington, Kt. C.M.G., Chief Justice.)

September 10th.

IP FING KWAN Y. CHOW TAI SHI.

The plaintiff sued for the recovery of \$3,000 with interest of 12 per cent on it, on a promissory note signed by the husband of defendant, deceased.

Mr. J. J. Francis, Q.C., (instructed by Mr. V. M. Deacon), appeared for the plaintiff and Mr. R. Robinson (instructed by Mr. Wei On) for the defendant.

His Lordship to-day gave his decision on a point raised yesterday by Mr. Robinson, that the promissory note sued on was not determined to be payable at a certain time and that therefore the case should be dismissed. His Lordship said the question raised was whether the P. N. sued on came within the meaning of the Act, and he then read the interpretation of the term "promissory note" as laid down in *Chalmers's Digest*. The learned judge went into the matter most exhaustively, and made particular reference to the stipulation as to the time in which the amount claimed should be paid. It was not necessary for him, he said, to say whether he believed the stipulation was made or not, but it was certainly consistent with the form of the note, which was really in two parts. The words used were those generally used by Chinese in such documents, and the second part contained a stipulation that the money was to be made within or by the expiration of the 12th moon, 1895. If not the money was to be paid in 12 months. The deceased maker of the note was entitled to pay the money at any time during the 12th moon and the payment could not be enforced until the last day of that month.

His Lordship quoted a case where payment was to be made within two months and another case where a sum was to be paid on a P. N. in two years. He thought the first part of the note contained a good and valid P. N. In the latter stipulation it was expressly laid down that if the money could not be paid at due date half should be repaid and the remaining half be paid next year without fail. There was the contingency as to the ability to pay and defendant was relieved from making the payment if he had not the money.

His Lordship made reference to similar cases he had quoted, in which the instruments were not held to be promissory notes. The facts of the transaction were reviewed at length and his Lordship said he considered that the second part introduced the element of uncertainty, by leaving it unknown whether the whole or part was to be met and that was a contingency of which no one could be certain. He thought, therefore, that stipulation rendered the time of payment uncertain and prevented the document complying with the provisions of the Ordinance as to time of payment and he did not think that the instrument could be supported as a P. N. Reference was made to a plea by Mr. Francis at the time the money was payable defendant had said sum, but his Lordship said that could not be taken as meaning that he had so much money for a given purpose. He thought the instrument was not a promissory note in this case and the suit must fail.

Mr. Francis asked for leave to amend his petition under the provisions of section 62, subsection 18-19. The real question in controversy was whether the money was due and owing to the plaintiff and he submitted that the court had not power to impose conditions as to time, and expenses. In justice to the parties his Lordship was bound to allow amendments to be made to the petition.

His Lordship said that the petition should be remodelled and brought before him in Chambers. It was an important point and the real question, as Mr. Francis had stated, was whether the money was owing.

His Lordship said the effect of the section was to give to non-suits so that the real question in dispute could be decided.

His Lordship said he would reserve the point as to what judgment should be made after the amended petition had been dealt with.

Mr. Robinson said he thought the course proposed an unusual and inconvenient one.

After further discussion his Lordship decided to take the amended petition in Chambers, Counsel being allowed 14 days in which to prepare it.

THE MOTHER LODGE.

One of Rudyard Kipling's latest deals with Freemasonry in India, as follows:—

There was Rundle, station-master,
An' Benzy of the rail,
An' Achman, commissariat,
An' Donkie of the jail.
An' Blake, conductor sergeant,
Our Master twice was,
With 'im that kept the Europe shop,
Old Frankie Eduljee.

Outside, "Sergeant! Sir! Salute! Salaam!"
Inside, "Brother, an' it doesn't do 'arm."
We met upon the Level an' we parted on the Square,
An' I was Junior Deacon in my Mother Lodge on there.

There was Bala Nath, accountant,
And Saul, the Aden Jew,
An' Dia Mohammed, draughtsman
Of the Survey Office, too.
There was Babu Cheekherly,
An' Amir Singh, the Sikh,
An' Castro of the fiftieth shades,
A Roman Catholic.

We didn't go regalia,
An' our Lodge was old an' bare,
But we knew the Ancient Landmarks,
An' we kept 'em to a hair;
An' lookin' on it backwards
It often strikes me thus—
There ain't such things as 'eathen now—
Except per'aps it is.

For monthly after Labour
We'd all sit down and smoke,
(We didn't give no banquet)
Least a Brother's case were broke),
An' man on man got *in the*
Religion and the rest,
An' every man com'p'ar'
Of the God 'e knowed the best.

So man on man got started
Till men's words were all
An' that den brain-few bird,
We'd say 'twas very curious
An' we'd all go home to bed,
With Mohammed, God, and Shira
Changin' pickets in our head.

Full-on in Government service
This wanderin' foot 'as pressed,
An' here fraternal greetin'
To the Lodges, East and West,
Accordin' as commanded;
From Kot to Singapore;
But I wish that I might see them,
In my Mother Lodge once more.

I wish that I might see them,
My D children, white an' brown,
With the burlesque smiling pleasance,
An' the *gong* down the main!
An' the old *Kanasta* motif!
On the bottle-khana floor,
Like a Brother to good *Sandhu*,
With my Mother Lodge once more.

Outside, "Sergeant! Sir! Salute! Salaam!"
Inside, "Brother, an' it doesn't do 'arm."
We met upon the Level, an' we parted on the Square,
An' I was Junior Deacon in my Mother Lodge on there.

THIRTY DAYS IN AN OPEN BOAT.

STORY OF A SOUTH SEA SHIPWRECK.

Thirteen loosely-knit, huge-limbed, flaxen-haired Norwegians stepped ashore in Sydney on Saturday afternoon (28th ult.) from the barque *Saladan*, told a story of shipwreck and long-drawn-out suffering in the South Seas, the full measure of the horror of which could not be rectified in public, and which illustrated in vivid colors the tragedy and terror of the sea. They were the survivors of the barque *Saladan*, a Norwegian vessel, which was wrecked in the mid-Pacific on August 7, 1896.

The *Saladan* was a Norwegian vessel, and left Newcastle in July of last year with a cargo of coal for Honolulu. One day night, about three weeks after they had left port, the crew of the vessel were startled by a yell from a man in the fore-cabin, and almost immediately with a shock which shook the barque from end to end, she settled hard and fast on a reef, and the long Pacific rollers commenced to sweep over her. Hurriedly two of the ship's gigs were dropped into the sea, and eight men, the full complement of the crew, tumbled into each. So black was the weather and so imminent appeared the danger, that the preparations to leave the doomed vessel were left scant, and only a very small quantity of provisions and water were put in each boat. The Captain, Acland Jaeger, took command of the larger boat, and the first mate, K. Nelson, had charge of the other. The provisions consisted of two small bags of biscuit, two kgs of water, each holding a couple of bucketsful, two tins of beef, and a few small tins of fish. The men thought that two or three days at the outside would find them safe and sound on shore, but they would have waited for daylight on that fateful night.

The men were not long in finding out that they had started on a dreary voyage, which would extend over 30 bitter-cold, hunger-stricken days. The captain, in fear that the ship on the reef would break up instantly, found himself in the boat with no better navigating instruments than a chart and a compass, and though they expected to reach Malden Island, which was distant from Starbuck, the reef on which the *Saladan* had struck about 120 miles, in a couple of days, he determined to wait for daylight, to endeavour to get a sextant from the barque, and further supplies of provisions. A very heavy sea ran all night, and with difficulty the crews provisioned the boat, which were connected by a line, from swimming. When daylight came at last, after the long night of waiting, the sea had increased in violence, and the wreck of the barque, constantly swept from end to end by towering, white-crested seas, was absolutely unapproachable. With regret, therefore, and considerable doubt at heart, the captain gave orders to make sail, and a course was shaped for Malden without the sextant.

Even for a two or three days' journey, the supply of provisions aboard the small boats was none too liberal among 15 or 16 hearty sailors, and from the start the mate and captain put their crews on short rations. On the first day, a tin of salmon and small quantity of biscuits, with a couple of tins of water, was the meal and drink each man had to subsist on. The captain's boat sailed first with the mate's gig attached astern by means of a long line. The sea was running high, but going with the wind the boats had an easier time. Seas, however, frequently broke aboard, and the men eagerly scanned the horizon in the hope of seeing a vessel of some kind to rescue them from their dangerous position. Though they were huddled in small boats, wet and cold at night, and unprotected from a blizzing sun in the day, existing on the shortest of rations, with a thirst already beginning to prick them, tired and hungry, they were not less cheerful. On the second day, the captain's boat buoyed them for the first five days. The captain had said Malden Island would be reached in a couple of days, and, simple, hardy Norwegians that they were, they then took their scanty food without murmuring, and taking their share of steering, sailing, or watching, waited till the island should show up ahead. With the ineffective instruments at his command, the captain could not make the island, and after three days of waiting, the mate's gig, on the evening of the second day, nothing but the cold grey of the sea rolled out to the skyline in the gathering dusk. The night was waited through with feverish anxiety, but when the morning's sun sent his golden glare across the water the same unbounded expanse of water unfolded itself to the weary gaze of the shipwrecked sailors.

With the same scanty fare, and a couple of spoonfuls of water, that day passed on leaden wings, and the men were not long in finding out that they had started on a dreary voyage, which would extend over 30 bitter-cold, hunger-stricken days. The captain, in fear that the ship on the reef would break up instantly, found himself in the boat with no better navigating instruments than a chart and a compass, and though they expected to reach Malden Island, which was distant from Starbuck, the reef on which the *Saladan* had struck about 120 miles, in a couple of days, he determined to wait for daylight, to endeavour to get a sextant from the barque, and further supplies of provisions. A very heavy sea ran all night, and with difficulty the crews provisioned the boat, which were connected by a line, from swimming. When daylight came at last, after the long night of waiting, the sea had increased in violence, and the wreck of the barque, constantly swept from end to end by towering, white-crested seas, was absolutely unapproachable. With regret, therefore, and considerable doubt at heart, the captain gave orders to make sail, and a course was shaped for Malden without the sextant.

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Hope had not yet deserted the crews, for Christmas Islands were yet ahead. The tins of beef were now being consumed. One tin would provide one meal for 10 men ordinary consumption. But things are not ordinary in an open boat that has lost its bearings in the mid-Pacific. Four days each one of them had lasted 16 men. The meat was served out at the rate of two spoonfuls a day at first, but afterwards, as provisions got scarcer, one spoon only about three-quarters full was each man's portion for the day's subsistence. By and by, as the days crept away, hope of landing at Christmas Island faded from the hearts of the unfortunate men. With what anxious longing had they searched the picture of the sea and sky morning and evening for the hope of seeing that dark solid cloud on the horizon that means land, and with what bitter, heart-gripping disappointment they had seen darkness close down on the face of the waters each night without having sighted an island, who could write? Words cannot paint the life of men in an open boat. Those who have read Stephen Crane's description of his coast of days in the commodore's boat off the coast of Florida will have some idea of the wild, realistic horror of the experience. But Crane's adventure, unattended by thirst and hunger, was a holiday jaunt compared with the terror which was yet in store for the *Saladan*'s crew. As the hope of landing at Malden had deserted the weary sailors, so ultimately all idea of

being able to make Christmas Island was given up, and the two small boats' crews now lent themselves to the sport of the wild waves, wanderers on an ocean, with no destination. The sea had no terror for the captain. He was a man of consumption, and knew he had only a few days to live. A Newcastle doctor told him he had six weeks to live before he left the port, and he fulfilled the doctor's prophecy almost to a day. When all hands became sick of the fact that they had missed Christmas Island they urged the captain to navigate them to some other land. But the master of the wrecked barque replied that he was weary and would die. He urged upon the men to give up hope of being saved, and to take down the sails and drift quietly. "Just drop me over the side when I die," he said, and then reclined in the stern-chairs of the boat completely resigned to his fate, and taking no interest in the boat and the men.

The mate's boat all this time was towing behind the captain's craft. Sail was made on both boats, and with all hands alternately working and resting, the greatest difficulty was experienced in keeping them afloat through the heavy seas which sometimes broke over them. The men were getting weaker and weaker, and one afternoon, when they had been 11 days towing about in the vast of the ocean, the disaster which all had dreaded occurred. The mate's boat was capsized by an enormous sea, and the eight men were struggling for life among the mountainous seas. The mate was never seen again. He may have been caught under the boat, or he may have been too weak to attempt to save himself. He did not get out of the water, and the six of the men who were left, right and left, to the keel of the overturned boat. The captain's boat put round, and picked up all the men with the exception of the lost mate. The sole remaining boat was now crowded with twelve men, and what was worse, half the water and provisions of the disaster-stricken party had been lost.

Eleven days had gone, when darkness blotted out the grey monotony that night. No headway was made during the darkness, the men deciding to stand by in order to, if possible, sight the wrecked boat. An attempt at this task was made with the daylight, but the crew in their weakened condition were not equal to it. So the line was severed, and the journey with the wind was resumed.

Two spoonfuls of meat were still the daily portion of the men, and the same quantity of water was served to each of the crew. The meat went bad before the bottom of the tin was reached. The biscuits were long since finished, and the little tins of fish had gone. Thirst and hunger were compelling to madden the men, and they gazed round the horizon on their ceaseless but ever vain search for a sail with savage eyes. The captain got still weaker, and on August 24, 17 days after the journey from the wreck commenced, he died. His body was consigned to the deep to accompany of song as is the custom at burials in Norway. Both the superior officers were now gone, and the second mate took command.

He put more sail on the boat. The captain had previously refused to allow the second mate to be stepped. The boat slipped through the water slightly faster under the altered conditions, but no other change took place. The men saw sharks following the boat, and now and again flashing up close to the side. Once or twice an angry sailer struck at the hungry sea monsters over the side of the boat with a knife. So keen was the nervous tension, and so powerful the hangings of hunger and thirst that the men scarcely ever slept. There was not room for them to lie down, and sometimes they dozed as they sat in the seats. The nights were bitterly cold, and those who, unable to sit up any longer, attempted to lie in the bottom of the boat lay in water, and shivered, for the planks were leaky, and despite the utmost care, on rough nights water would sweep aboard. Half the survivors always remained at work. Those not engaged in steering or sailing were either watching or stirring the water out. The days, on the contrary, were hot to a painful degree. The open boat left the weakened sailors in the full fury of the sun's rays, and to cool themselves, the men took off their shirts, dipped them in the water over the side, and then put them on again wet.

The days wore and fell without sight of a sail or the shadow of land. And the hungry maddened crew felt despair taking possession of them. Now the provisions had got so low that the mate decided to reduce the ration by one half. This was a spoonful each of water and meat. Some of the men wanted to eat, and drink what was left right off, and then jump overboard and drown. And then the harder members of the party feared for their reason. There was, however, a preponderance of hardy adventurers—the kind of men who never lose hope—in the party, and the rations were regularly served out to the regulation limit. No man got more or less than his ration by one half. This was a spoonful each of water and meat. Some of the men wanted to eat, and drink what was left right off, and then jump overboard and drown. And then the harder members of the party feared for their reason. 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Intimations.

Dr. KNORR'S
ANTI-PYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS.
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

IMPORTANT NOTICE.

EXTENSION OF VISIT.
OWING TO PRESSURE OF BUSINESS
PROFESSOR WINTER
WILL REMAIN HERE TILL THE
15TH OCTOBER.

GREATEST BLESSING OF LIFE.
PROFESSOR H. WINTER.

THE GREAT AMERICAN-INDIAN EXPERT.
Warrants to Cure Hard and Soft Corns, Bunions, Chilblains, Itching Nails and Warts.
Guarantees to take them out without pain or drawing blood, and further guarantees to perform a perfect cure.

Has Arrived in HONGKONG, and will remain here until October 1st, at the
HONGKONG HOTEL,
ROOMS No. 83, 84, and at his Office No. 29,
Queen's Road Central, under the
HONGKONG HOTEL.

OFFICE HOURS from 8 A.M. to 4 P.M.
CONSULTATION FREE OF CHARGE.
Those who wish Mr. WINTER to visit them will please send their address, and he will call on MONDAYS and FRIDAYS between 2 and 5 P.M.

CHARGES MODERATE.
The Professor speaks English, German, French, Spanish and Portuguese.
Hongkong, 28th September, 1897. [1493]

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [1342]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September 1896. [133]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLEMMENT, HUMMER and GLADIATOR CO., Ltd.,
DUNLOP TYRES' BICYCLES—PRICE—\$185.
A special reliable Watch made for this Climate
Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
Nos. 54 & 56, Queen's Road Central. [140]

Masonic.

ZETLAND LODGE

No. 121, E.C.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, TO-MORROW, the 1st
October, at 8.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 24th September, 1897. [1467]

Amusement.

BOXING TOURNAMENT

AT THE
CITY HALL
ON
SATURDAY, the 2nd October, 1897.

The Fleet AMATEUR BOXING and
WRESTLING ever PUT before the
PUBLIC in Hongkong.

CUSACK v. NORTHCOTT

meets again for a final contest of 25 rounds for
Handsome Trophy.

GRAND WRESTLING CONTEST

BETWEEN
CAINS v. LEVER

West Yanks. West Yanks.
match-on-catch-can. Best two out of three Back
falls for Handsome Trophy.

Stages seats will be numbered this time and
kept for those that reserve them.

Seats may be booked at ROBINSON'S Music
Warehouses.

Prices of Admission—\$3, \$2, \$1.
Soldiers and Sailors in Uniform Half Price.
A Strong Band will be in attendance.
Doors open at 8.30. Commence at 8.45.
HARPER,
Stag Hotel.

Hongkong, 27th September, 1897. [1482]

Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTI-PYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of
migraine, as well as in headaches arising
from alcohol, nicotine and morphia poisoning,
neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened
collapse, because the caffeine of Migrantine acts
simultaneously as an analgesic.

Use only Dr. OVERLACH'S MIGRAININE,
"Lion Brand," and always prescribe
"MIGRAININE HOECHST."

The best medium dose for adults is 17 grains,
given once or twice daily in powder or in solution.

Sole Manufacturers—
FARMWERKE WORM. MEISTER LUCIUS
& BRUNING, HOECHST O. M.

Literature of the above Preparations supplied
gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [135]

Auction.

GOVERNMENT NOTIFICATION.

No. 398.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on

MONDAY,
the 4th day of October, 1897, at 3 P.M., are
published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th September, 1897. [1481]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday,
the 4th day of October, 1897, at 3 P.M., by
Order of His Excellency the Governor, of One Lot
of CROWN LAND at Yau-mai, Kowloon, in the
Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Lot. Locality. Boundaries. Containing in Square Feet. Annual Rent. Upset Price.

45 45 150 150 6,710 10 2,161

Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above named steamer having arrived,
Consignees of cargo are hereby informed
that their goods, with the exception of Opium,
Treasure and Valuable, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.

Optional cargo will go on to Shanghai unless
notice to the contrary be given before Noon.

No claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 30th September will be sub-
ject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 4th October,
and THURSDAY, the 7th October, at 9.30 A.M.
All claims must reach us not before the 8th
October, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.

Hongkong, 24th September, 1897. [1408]

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LIV."
T. Hansen, Master, will be despatched for the
above port on or about the 6th October.

To be followed by the Steamship
"SAINT NINIAN,"
on or about the 25th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st September, 1897. [1448]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELPHI, NEW ZEALAND, &c.)

THE Steamship

"GUTHRIE."
Captain Craig, will be despatched for the
above ports on WEDNESDAY, the 13th instant,
at 3 P.M.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c. throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A daily qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th September, 1897. [1487]

"RICKMERS" REGULAR LINE OF
STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"MARIA RICKMERS."
Captain Berg, will be despatched as above on
FRIDAY, the 15th October.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 25th July, 1897. [1477]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES."
Captain Douglas, will be despatched for the
above ports TO-MORROW, the 1st October, at
Noon.

For Freight or Passage, apply to
DOUGLAS LARATK & Co.,
General Managers.

Hongkong, 30th September, 1897. [1485]

THE Steamship

"LOONGMOON."
Captain F. W. Schell, will be despatched for the
above port TO-MORROW, the 1st October,
at 4 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
General Managers.

Hongkong, 29th September, 1897. [1486]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS."
Captain D'Almeida, will be despatched as above
on MONDAY, the 4th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd September, 1897. [1466]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA."
Captain R. Cass, will be despatched as above
on TUESDAY, the 5th October, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th September, 1897. [1484]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"COWRIE."
Captain Parsons, will be despatched as above
on TUESDAY, the 5th October.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 29th September, 1897. [1476]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA."
to sail about 7th October, 1897.

S.S. "MACDUFF," to sail about 30th Oct., '97.

S.S. "CROMARTY," to sail about 27th Nov.

S.S. "SIKH," to sail about 10th Dec., 1897.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 25th September, 1897. [1133]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

AND
OREGON RAILROAD AND NAVI-
GATION COMPANY.

FOR
PORTLAND, OREGON.

PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION).

Mogul.....[1,654] Tuesday...[Oct. 12]

S.S. "MACDUFF," to sail about 30th Oct., '97.

S.S. "CROMARTY," to sail about 27th Nov.

S.S. "SIKH," to sail about 10th Dec., 1897.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 25th September, 1897. [1133]

THE Steamship

"MOGUL."
Captain Wright, sailing at Noon, on TUES-
DAY, the 12th October, will proceed to
PORTLAND, OREGON, via MOJO, KOBE
and YOKOHAMA.

Through Bill of Lading issued to Pacific
Coast Steamer, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Oregon Railroad
and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARILL & Co.,
General Agents.

Hongkong, 22nd September, 1897. [1458]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A British Ship

"FALLS OF DEE."
Lock, Master, shortly expected, will load here
for the above port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th February, 1897. [1244]

FOR SAN FRANCISCO.

THE 100 A British Ship

"PEATHBANK."
McKechnie, Master, shortly expected, will load
here for the above port, and will have quick
despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th June, 1897. [1457]

FOR BALTIMORE.

THE 3/3 L. I. American Ship

"ISAAC REED."
Captain Waldo, will load here for the above
port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th August, 1897. [1392]

FOR BALTIMORE.

THE 100 A L. Hawaiian Ship

"JOLANI."
Captain C. C. McClure, is loading here for the
above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 21st September, 1897. [1446]

FOR NEW YORK.

THE 3/3 A. J. American ship

"ABNER COBURN."
Captain M. L. Park, is loading here for the
above port and will have quick despatch.

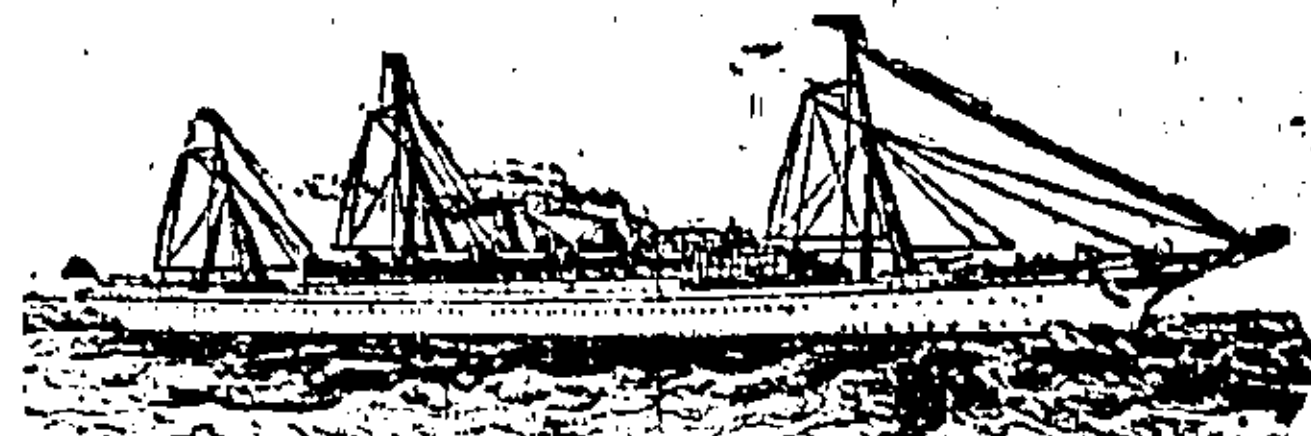
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 21st September, 1897. [1447]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 27th October.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 24th November.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 22nd December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pitt's Street.

Hongkong, 1st September, 1897. [13]

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 19th Oct., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 9th Nov., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe